

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted

LAX86MA074					
File No. 2985	12/23/1985	CONCORD ,CA	Aircraft Reg No. N1494G	Time (Local): 20:36 PST	
Make/Model:	Beech/95-A55		Fatal	Serious	Minor/None
Engine Make/Model:	Continental / IO-470-L		Crew	1	0
Aircraft Damage:	Destroyed		Pass	2	0
Number of Engines:	2		Other	4	17
Operating Certificate(s):	None				62
Type of Flight Operation:	Personal				
Reg. Flight Conducted Under:	Part 91: General Aviation				
Last Depart. Point: SAN LUIS OBISPO, CA			Condition of Light: Night/Dark		
Destination: Same as Accident/Incident Location			Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip			Basic Weather: Instrument Conditions		
			Lowest Ceiling: 400 Ft. AGL, Obscured		
			Visibility: 0.00 SM		
			Wind Dir/Speed: 030 / 009 kts		
			Temperature (°C): Unk/Nr		
			Precip/Obscuration:		
Pilot-in-Command	Age: 67		Flight Time (Hours)		
Certificate(s)/Rating(s)			Total All Aircraft: 15351		
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land; Glider			Last 90 Days: Unk/Nr		
Instrument Ratings			Total Make/Model: Unk/Nr		
Airplane			Total Instrument Time: 860		

*** Note: NTSB investigators traveled in support of this investigation and used data obtained from various sources to prepare this aircraft accident report. ***

DRG ARR, THE ACFT WAS VECTORED FOR AN LDA RWY 19R APCH. AFTER BEING CLRD FOR THE APCH, THE PLT WAS ADVISED THAT RADAR SVC WAS TERMINATED & TOLD TO CONTACT THE TWR. AT 2033 PST, HE RPRTD INBND AT THE FINAL APCH FIX & WAS CLRD FOR THE APCH. APRX 2 MIN LATER, HE DECLARED A MISSED APCH. THE TWR CONTROLLER (CTLR) INSTRUCTED THE PLT TO CONTACT TRAVIS DEP CTL, BUT ONLY A 'GARBLED' REPLY WAS HEARD. THERE WAS NO FURTHER RDO CONTACT WITH THE ACFT. AFTER CROSSING THE ARPT ON A SSE HDG, THE ACFT ENTERED A LEFT CLBG TURN AS IF TO BEGIN THE MISSED APCH PROCEDURE, THEN IT TURNED RGT AS IF TO BEGIN A DWNWND & BASE LEG FOR RWY 1L. WITNESSES RPRTD THE ACFT ENTERED CLDS & SHORTLY THEREAFTER, IT REAPPEARED IN A STEEP, DSCNDG, RGT TURN. IT THEN CRASHED INTO A DEPT STORE APRX 1 MI SOUTH OF THE ARPT WHILE IN A 32 DEG RGT BANK, 6 DEG NOSE LOW ATTITUDE. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND THAT WOULD HAVE LED TO THE ACDNT. THE WX (IN PART) WAS: 400' OBSCD, VIS 3/4 MI WITH FOG; SAME AS LDA MINS. MINS FOR CIRCLING APCH WERE 600' & 1 MI. NO COCKPIT VOICE RECORDER INSTALLED OR REQD.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MISSED APPROACH (IFR)

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. MISSED APPROACH - INITIATED
5. (F) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
6. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
8. (C) SPIRAL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: CIRCLING (IFR)

Findings

9. OBJECT - BUILDING(NONRESIDENTIAL)

Findings Legend: (C) = Cause, (F) = Factor